1-13. (CANCELED)

14. (NEW) A method of increasing readiness of a crossover gear shift in an automatic transmission, the method comprising the steps of:

providing a switching command immediately followed by a motor fueling;

attaining at least one of a snatch operation of the disengaging switching element and an increase of the rotational speed gradient (turbine revolution speed), in which the motor fueling occurs via one of presetting of a set rotational speed to be employed and presetting of a set motor torque to be employed, the motor fueling being provided through the transmission system; and

attaining the motor fueling up to the maximum attainable full load curve, in which the set rotational speed to be employed and the set motor torque to be employed are provided, depending on the intended increase in readiness.

15. (NEW) The method according to claim 14, further comprising the step of monitoring disengaging of the switching element, which keeps the rotational speed at an old synchronous rotational speed, for protection of an unintentional transfer of additionally required motor fueling to an output, the disengagement of the switching element occurs up to a defined time after starting the additional motor fueling and subsequently a corresponding rotational speed gradient is set in a new synchronous rotational speed direction.

16. (NEW) The method according to claim 15, further comprising the step of monitoring whether a continuous and a decreasing rotational speed difference is set as a new synchronous rotational speed.

17. (NEW) The method according to claim 14, further comprising the step of, if a further gear shift is not produced, discontinuing the additional motor fueling after a certain duration beyond the achievement of the new synchronous revolution speed.

18. (NEW) The method according to claim 14, further comprising the step of forming torque signals for one of different components of the switching procedure and for the disengaging switching element and an engaging switching element, differently either in one of a motor controller and in a transmission controller, and transferring the torque signals in each case to the other controller.

19. (NEW) The method according to claim 18, further comprising the steps of one of retaining the additional motor fueling actually executed from the disengaging switching element and not considering the additional motor fueling actually executed with a pressure controller of the disengaging switching element.

20. (NEW) The method according to claim 18, further comprising the step of one of transferring additional motor fueling actually executed to the engaging switching element and considering the additional motor fueling actually executed with a pressure controller of the engaging switching element.

21. (NEW) The method according to claim 14, further comprising the step of reducing pressure, in addition to the motor fueling, in the disengaging switching element, such that the opening of the disengaging switching element is accelerated.

22. (NEW) The method according to claim 14, further comprising the step of increasing pressure, in addition to the motor fueling, in the disengaging switching element such that an acceleration collapse is reduced in an output of the automatic transmission.

23. (NEW) The method according to claim 14, further comprising the step of, in addition to the motor firing, increasing pressure in the engaging switching element.